

IFR AERONAUTICAL CHART SYMBOLS

IFR Enroute Low/High Altitude (U.S. & Alaska Charts)

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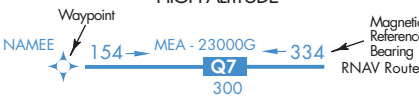
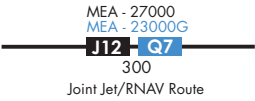



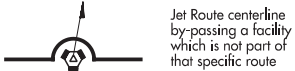

Symbols shown are for the Instrument Flight Rules (IFR) Enroute Low and High Altitude Charts.








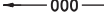

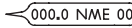


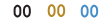




AIRPORTS	
AIRPORT DATA	<p>LOW/HIGH ALTITUDE</p> <p>Airports/Seaplane bases shown in BLUE and GREEN have an approved Instrument Approach Procedure published. Those in BLUE have an approved DoD Instrument Approach Procedure and/or DoD RADAR MINIMA published in DoD FLIPS or FAA TPP. Airports/Seaplane bases shown in BROWN do not have a published Instrument Approach Procedure.</p> <p>All IAP Airports are shown on the Low Altitude Charts.</p> <p>Non-IAP Airports shown on the U.S. Low Altitude Charts have a minimum hard surface runway of 3000'.</p> <p>Non-IAP Airports shown on the Alaska Low Altitude Charts have a minimum hard or soft surface runway of 3000'.</p> <p>Airports shown on the U.S. High Altitude Charts have a minimum hard surface runway of 5000'.</p> <p>Airports shown on the Alaska High Altitude Charts have a minimum hard or soft surface runway of 4000'.</p> <p>Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown.</p> <p>The airport identifier in parentheses follows the airport name or Pvt.</p> <p>Airport symbol may be offset for enroute navigational aids.</p> <p>Pvt - Private Use</p>
	<p>AIRPORT DATA DEPICTION</p> <p>LOW ALTITUDE - U.S. & ALASKA</p> <p>For complete information consult the Airport/Facility Directory.</p> <ol style="list-style-type: none"> 1. Airport elevation given in feet above or below mean sea level 2. Pvt - Private use, not available to general public. 3. A solid line box enclosing the airport name indicates FAR 93 Special Requirements- see Directory/Supplement 4. "NO SVFR" above the airport name indicates FAR 91 fixed-wing special VFR flight is prohibited 5. [C] or [D] following the airport identifier indicates Class C or Class D airspace. 6. Airport symbol may be offset for enroute navigational aids. 7. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. The airport identifier in parentheses follows the airport name. City names for military and private airports are not shown. <p>HIGH ALTITUDE - U.S.</p> <p>HIGH ALTITUDE - ALASKA</p>

AIRPORTS	
CIVIL	LOW/ HIGH ALTITUDE   
CIVIL AND MILITARY	LOW/ HIGH ALTITUDE   
MILITARY	LOW/ HIGH ALTITUDE   
SEAPLANE - CIVIL	LOW ALTITUDE   
HELIPORT	LOW ALTITUDE   

RADIO AIDS TO NAVIGATION	
VHF OMNIDIRECTIONAL RADIO RANGE (VOR) DISTANCE MEASURING EQUIPMENT (DME) TACTICAL AIR NAVIGATION (TACAN)	<p>LOW/ HIGH ALTITUDE</p> <p>VHF / UHF Data is depicted in Black LF / MF Data is depicted in Brown</p> <p>COMPASS ROSES are oriented to Magnetic North of the NAVAID which may not be adjusted to the charted isogonic values.</p> <p>VORTAC</p> <p>VOR</p> <p>VOR / DME</p> <p>TACAN</p> <p>"L" and "T" Category Radio Aids located off Jet Routes are depicted in screen black.</p>
NON-DIRECTIONAL RADIO BEACON (NDB) MARINE RADIO BEACON (RBN)	<p>LOW/ HIGH ALTITUDE</p> <p>NDB or RBN with Magnetic North Indicator</p> <p>UHF NDB</p> <p>NDB with DME</p>
COMPASS LOCATOR BEACON	<p>LOW ALTITUDE</p>
ILS LOCALIZER	<p>LOW ALTITUDE</p> <p>ILS Localizer Course with additional navigation function.</p>
VOR/DME RNAV WAYPOINT DATA	<p>HIGH ALTITUDE - ALASKA</p> <p>Coordinates</p> <p>NAME</p> <p>Frequency</p> <p>Identifier</p> <p>Radial/Distance (Facility to Waypoint)</p> <p>Reference Facility Elevation</p>
RNAV WAYPOINT	<p>LOW/ HIGH ALTITUDE</p>

RADIO AIDS TO NAVIGATION	
NAVIGATION and COMMUNICATION BOXES	<p>LOW/ HIGH ALTITUDE</p> <p>PINE BLUFF (T) </p> <p>VOR with TACAN compatible DME</p> <p>Underline indicates No Voice Transmitted on this frequency</p> <p>TACAN channels are without voice but not underlined</p> <p>Crosshatch indicates Shutdown status</p> <p>(T) Frequency Protection - usable range 25 NM at 12000' AGL</p> <p>(Y) TACAN must be placed in "Y" mode to receive distance information</p> <p>ASOS/AWOS - Automated Surface Observing Station/Automated Weather Observing Station</p> <p>HIWAS - Hazardous Inflight Weather Advisory Service</p> <p>TWEB - Transcribed Weather Broadcast</p> <p>Automated weather, when available, is broadcast on the associated NAVAID frequency.</p> <p>MALVERN</p> <p>Part-time or On-Request </p> <p>NDB with DME</p> <p>DME channel and paired VHF frequency are shown</p> <p>122.65</p> <p>WICHITA</p> <p>113.8 ICT 85 </p> <p>FSS associated with a NAVAID</p> <p>123.6 122.65</p> <p>EL DORADO ELD</p> <p>Name and identifier of FSS not associated with NAVAID</p> <p>Shadow NAVAID Boxes indicate Flight Service Station (FSS) locations. Frequencies 122.2, 255.4 and emergency 121.5 and 243.0 are normally available at all FSSs and are not shown. All other frequencies are shown above the box.</p> <p>Certain FSSs provide Local Airport Advisory (LAA) on 123.6.</p> <p>Frequencies transmit and receive except those followed by R or T: R - Receive only T - Transmit only</p> <p>In Canada, shadow boxes indicate FSSs with standard group frequencies of 121.5, 126.7 and 243.0.</p> <p>JONESBORO 122.55</p> <p>Remote Communications Outlet (RCO)</p> <p>FSS name and remoted frequency are shown</p> <p>122.6</p> <p>PINE BLUFF</p> <p>116.0 PBF 107 </p> <p>Controlling FSS Name </p> <p>Thin Line NAVAID Boxes without frequencies and controlling FSS name indicate no FSS frequencies available. Frequencies positioned above thin line boxes are remoted to the NAVAID sites. Other frequencies at the controlling FSS named are available, however, altitude and terrain may determine their reception.</p> <p>Morse Code is not shown in NAVAID boxes on High Altitude Charts.</p> <p>Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (AWOS/ASOS) not associated with a charted NAVAID or airport.</p>

AIRSPACE INFORMATION	
LOW ALTITUDE AIRWAYS HIGH ALTITUDE ROUTES	<p>LOW/HIGH ALTITUDE</p> <p>VHF / UHF Data is depicted in Black LF / MF Data is depicted in Brown RNAV Route data is depicted in Blue</p> <div>  VOR Airway / Jet Route </div> <div>  LF / MF Airway </div> <div>  Uncontrolled LF / MF Airway </div> <div>  Oceanic Route </div> <div>  ATS Route </div> <div>  Low Altitude RNAV Route GNSS Required </div>
	<p>HIGH ALTITUDE</p> <div>  </div> <div>  </div>
SINGLE DIRECTION ROUTES	<p>1000-0600Z ← Effective Times of Route → 1300-0600Z</p> <p>Other times routes revert to bi-directional</p> <div>  </div>
	<p>HIGH ALTITUDE</p> <div>  AIR TRAFFIC SERVICE (ATS) ROUTE </div>
DIRECTION OF FLIGHT INDICATOR	<p>LOW ALTITUDE - CANADA</p> <p>← EVEN</p>
SUBSTITUTE ROUTE	<p>LOW / HIGH ALTITUDE</p> <p>○ ○ ○ ○ ○</p> <p>All relative and supporting data shown in brown</p> <p>See NOTAMS or appropriate publication for specific information</p>
UNUSABLE ROUTE	<p>LOW ALTITUDE HIGH ALTITUDE</p> <div>  </div>
BY-PASS ROUTE	<p>HIGH ALTITUDE</p> <div>  </div>
AIRWAY RESTRICTION	<p>LOW ALTITUDE</p> <div>  </div>


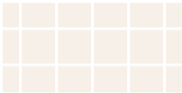

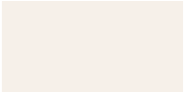

AIRSPACE INFORMATION	
MILITARY TRAINING ROUTES (MTR)	<p>LOW ALTITUDE</p> <p>MTRs 5 NM or less both sides of centerline</p> <div>  </div> <p>MTRs greater than 5 NM either or both sides of centerline</p> <div>  </div> <p>Arrow indicates direction of route</p> <p>See MTR tabulation for altitude range information</p> <p>All IR and VR MTRs are shown except those VRs at or below 1500' AGL</p> <p>CAUTION: Inset charts do not depict MTRs</p>
	<p>FIXES/ATC REPORTING REQUIREMENTS</p> <p>LOW/HIGH ALTITUDE</p> <div> <div> <p>VHF/UHF</p>  <p>NAMEE N00°00.00' W00°00.00'</p> </div> <div> <p>LF/MF</p>  <p>NAMEE N00°00.00' W00°00.00'</p> </div> </div> <p>Fix-Compulsory Position Report</p> <p>Coordinates are shown for compulsory, offshore and holding fixes</p> <div> <p>△</p> <p>NAMEE</p> </div> <p>Fix-Non-Compulsory Position Report</p> <p>Off-set arrows indicate facility forming a fix</p> <div>  </div> <p>Airway away from VHF/UHF NAVAID</p> <div>  </div> <p>Airway toward LF/MF NAVAID</p> <p>RNAV</p> <div>  </div> <p>Waypoint-Compulsory Report</p> <p>Waypoint-Non-Compulsory Report</p>
TACTICAL AIR NAVIGATION (TACAN) FIX - ALASKA	<p>LOW / HIGH ALTITUDE</p> <div> <p>Ident → [NME 00] ← Channel</p> <p>Radial from TACAN → [000°/00] ← Distance from TACAN</p> </div>
RADIALS AND BEARINGS	<p>LOW / HIGH ALTITUDE</p> <div>  Radial outbound from a VHF / UHF NAVAID </div> <div>  Bearing inbound to a LF / MF NAVAID </div> <p><i>All radials and bearings are magnetic</i></p>
FACILITY LOCATORS	<p>LOW / HIGH ALTITUDE</p> <div>  Facility Locators used with radial / bearing lines in the formation of reporting points </div> <div>  Overprint of affected data indicates Abnormal Status at the Facility </div>
MILEAGES	<p>LOW / HIGH ALTITUDE</p> <div>  Total Mileage between Compulsory Reporting Points and/or NAVAIDs </div> <div>  Mileage between other Fixes, NAVAIDs and/or Mileage Breakdown </div> <div>  Mileage Breakdown or Computer Navigation Fix (CNF)(no ATC function) </div> <div>  Five-letter identifier in parenthesis indicates CNF with no ATC function </div> <p><i>All Mileages are Nautical (NM)</i></p>
DISTANCE MEASURING EQUIPMENT (DME) FIX	<p>LOW / HIGH ALTITUDE</p> <div>  Denotes DME fix (distance same as airway / route mileage) </div> <div>  Denotes DME fix (encircled mileage shown when not otherwise obvious) </div>

AIRSPACE INFORMATION	
MINIMUM ENROUTE ALTITUDE (MEA) <i>All Altitudes Are MSL Unless Otherwise Noted</i>	<p>LOW ALTITUDE</p> <p>HIGH ALTITUDE</p>
MINIMUM ENROUTE ALTITUDE (MEA) GAP	<p>LOW/HIGH ALTITUDE</p>
MAXIMUM AUTHORIZED ALTITUDE (MAA) <i>All Altitudes Are MSL Unless Otherwise Noted</i>	<p>LOW ALTITUDE</p> <p>HIGH ALTITUDE</p>
MINIMUM OBSTRUCTION CLEARANCE ALTITUDE (MOCA) <i>All Altitudes Are MSL Unless Otherwise Noted</i>	<p>LOW ALTITUDE</p>
CHANGEOVER POINT	<p>LOW/ HIGH ALTITUDE</p>
ALTITUDE CHANGE	<p>LOW/ HIGH ALTITUDE</p>
MINIMUM CROSSING ALTITUDE (MCA)	<p>LOW/ HIGH ALTITUDE</p>
MINIMUM RECEPTION ALTITUDE (MRA)	<p>LOW/HIGH ALTITUDE</p>
HOLDING PATTERNS <i>RNAV Holding Pattern Magnetic Reference Bearing is determined by the isogonic value at the waypoint or fix.</i>	<p>LOW/HIGH ALTITUDE</p> <p>Holding Pattern with max. restricted airspeed 210K applies to altitudes above 6000' to and including 14000' 175K applies to all altitudes IAS: Indicated Airspeed</p>

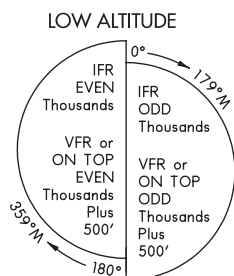
AIRSPACE INFORMATION	
AIR DEFENSE IDENTIFICATION ZONE (ADIZ)	<p>LOW/ HIGH ALTITUDE</p> <p>Adjoining ADIZ</p>
AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)	<p>LOW/ HIGH ALTITUDE</p> <p>ARTCC Remoted Sites with discrete VHF and UHF frequencies</p>
AIR TRAFFIC SERVICE IDENTIFICATION DATA	<p>LOW/ HIGH ALTITUDE</p> <p>Type of Area Traffic Service</p>
ALTIMETER SETTING CHANGE	<p>LOW ALTITUDE</p>
FLIGHT INFORMATION REGIONS (FIR)	<p>LOW/ HIGH ALTITUDE</p> <p>Adjoining FIR</p>
CONTROL AREAS (CTA)	<p>LOW/ HIGH ALTITUDE</p> <p>Adjoining CTA</p>
UPPER INFORMATION REGIONS (UIR) UPPER CONTROL AREAS (UTA)	<p>HIGH ALTITUDE</p> <p>Adjoining UTA / UIR</p> <p>Adjoining FIR and UIR</p>
ADDITIONAL CONTROL AREAS	<p>LOW ALTITUDE</p> <p>HIGH ALTITUDE</p>

AIRSPACE INFORMATION	
OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDE (OROCA)	<p>LOW ALTITUDE</p> <p>12⁵ Example: 12,500 feet</p> <p>OROCA is computed similarly to the Maximum Elevation Figure (MEF) found on Visual charts except that it provides an additional vertical buffer of 1,000 feet in designated non-mountainous areas and a 2,000 foot vertical buffer in designated mountainous areas within the United States.</p>
SPECIAL USE AIRSPACE	<p>LOW/ HIGH ALTITUDE</p> <div> <div> P-00 R-000 W-000 A-000 CYR-000 CYA-000 (MU) D-000 </div> <div> P - Prohibited Area R - Restricted Area W - Warning Area Low Only A - Alert Area Canada Only CYR - Restricted Area CYD - Danger Area CYA - Advisory Area Caribbean Only D - Danger Area </div> </div> <p>In the Caribbean, the first 2 letters represent the country code, i.e. MY: Bahamas, MU: Cuba</p> <div> <div> W-000A W-000B </div> <div> EXCLUSION AREA AND NOTE Internal lines delimit separation of the same Special Use Areas or Exclusion Areas </div> </div> <p>SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:</p> <p>AREA IDENTIFICATION EFFECTIVE ALTITUDE OPERATING TIME CONTROLLING AGENCY VOICE CALL</p>
SPECIAL USE AIRSPACE Continued	<p>LOW ALTITUDE</p> <p>MOA - Military Operations Area</p> <div> <div> WALL 1 MOA WALL 2 MOA </div> <div> EXCLUSION AREA AND NOTE Internal lines delimit separation of the same Special Use Area or Exclusion Areas </div> </div> <p>SEE AIRSPACE TABULATION ON EACH CHART FOR COMPLETE INFORMATION ON:</p> <p>AREA IDENTIFICATION EFFECTIVE ALTITUDE OPERATING TIME CONTROLLING AGENCY VOICE CALL</p>

AIRSPACE INFORMATION	
CONTROLLED AIRSPACE	<p>HIGH ALTITUDE</p> <p>CLASS A AIRSPACE</p> <p>Open Area (White)</p> <p>That airspace from 18,000' MSL to and including FL 600, including the airspace overlying the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding Santa Barbara Island, Farallon Island, the airspace south of latitude 25 04'00"N, the Alaska peninsula west of longitude 160 00'00"W, and the airspace less than 1,500' AGL.</p> <p>That airspace from 18,000' MSL to and including FL 450, including Santa Barbara Island, Farallon Island, the Alaska peninsula west of longitude 160 00'00"W, and designated offshore areas.</p>
	<p>LOW ALTITUDE</p> <p>CLASS B AIRSPACE</p> <p>Screened Blue with a Solid Blue Outline</p> <p>That airspace from the surface to 10,000' MSL (unless otherwise designated) surrounding the nation's busiest airports. Each Class B airspace area is individually tailored and consists of a surface area and two or more layers.</p> <p>MODE C AREA</p> <p>A Solid Blue Outline</p> <p>That airspace within 30 NM of the primary airports of Class B airspace and within 10 NM of designated airports. Mode-C transponder equipment is required. (see FAR 91.215)</p> <div> <p>CLASS B AIRSPACE SEE ATLANTA VFR TERMINAL AREA CHART FOR DETAILS</p> <p>Mode C Area</p> </div>
	<p>LOW ALTITUDE</p> <p>CLASS C AIRSPACE</p> <p>Screened Blue with a Solid Blue Dashed Outline</p> <p>That airspace from the surface to 4,000' (unless otherwise designated) above the elevation of selected airports (charted in MSL). The normal radius of the outer limits of Class C airspace is 10 NM. Class C airspace is also indicated by the letter C in a box following the airport name.</p> <div> </div>
	<p>LOW ALTITUDE</p> <p>CLASS D AIRSPACE</p> <p>Open Area (White)</p> <p>That airspace, from the surface to 2,500' (unless otherwise designated) above the airport elevation (charted in MSL), surrounding those airports that have an operational control tower. Class D airspace is indicated by the letter D in a box following the airport name.</p>

AIRSPACE INFORMATION		NAVIGATIONAL AND PROCEDURAL INFORMATION	
CONTROLLED AIRSPACE	<div>LOW ALTITUDE</div> <div>CLASS E AIRSPACE</div> <div>Open Area (White)</div> <div>That controlled airspace below 14,500' MSL which is not Class B, C, or D.</div> <div>Federal airways from 1,200' AGL to but not including 18,000' MSL (unless otherwise specified).</div> <div>Other designated control areas below 14,500' MSL.</div> <div>Not Charted</div> <div>That airspace from 14,500' MSL to but not including 18,000' MSL, including the airspace overlying the waters within 12 NM of the coast of the contiguous United States and Alaska and designated offshore areas, excluding the Alaska peninsula west of longitude 160 00'00"W and the airspace less than 1,500' AGL.</div>	ISOGONIC LINE AND VALUE	<div>LOW/ HIGH ALTITUDE</div> <div></div> <div>Isogonic lines and values shall be based on the five year epoch.</div>
	<div>CONTROLLED AIRSPACE</div> <div>Canada Only</div>	TIME ZONE	<div>LOW/ HIGH ALTITUDE</div> <div><div>Central Std +6=UTC</div><div>Eastern Std +5=UTC</div></div> <div>‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona and Hawaii.</div> <div>ALL TIME IS COORDINATED UNIVERSAL TIME (UTC)</div>
	<div>LOW ALTITUDE</div> <div>CLASS B AIRSPACE</div> <div>Screened Brown Checkered Area</div> <div>Controlled airspace above 12,500' MSL</div> <div></div>	ENLARGEMENT AREA	<div>LOW/ HIGH ALTITUDE</div> <div></div>
UNCONTROLLED AIRSPACE	<div>LOW/ HIGH ALTITUDE</div> <div>CLASS G AIRSPACE</div> <div>Screened Brown Area</div> <div>Low Altitude</div> <div>That portion of the airspace below 14,500' MSL that has not been designated as Class B, C, D or E airspace.</div> <div>High Altitude</div> <div>That portion of the airspace from 18,000' MSL and above that has not been designated as Class A airspace.</div> <div></div>	MATCH MARK	<div>LOW/HIGH ALTITUDE</div> <div></div>
CANADIAN AIRSPACE	<div>HIGH ALTITUDE</div> <div>DOD USERS</div> <div>REFER TO CURRENT DOD (NGA) CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION OUTSIDE OF U.S. AIRSPACE</div> <div>NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS FOR INFORMATION WITHIN CANADIAN AIRSPACE</div>		
AIRSPACE OUTSIDE OF U.S.	<div>Other than Canada</div> <div>Appropriate notes as required may be shown.</div> <div>AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS (DOD USERS SEE DOD AREA PLANNING AP/11) MAY DIFFER BETWEEN CANADA AND THE UNITED STATES</div>		

NAVIGATIONAL AND PROCEDURAL INFORMATION

CRUISING
ALTITUDES
U.S. only

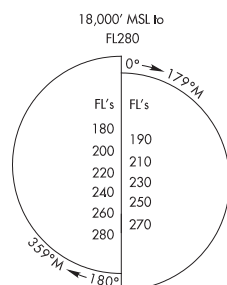
VFR above 3000' AGL
unless otherwise authorized by ATC

IFR outside controlled airspace

IFR within controlled airspace as assigned by ATC

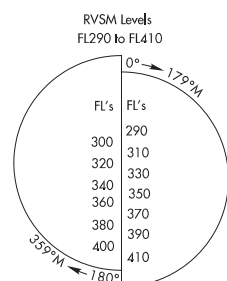
All courses are magnetic

HIGH ALTITUDE

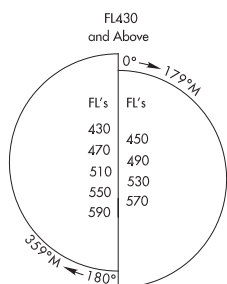


VFR or VFR On Top add 500'

No VFR flights within Class A
Airspace above 3000' AGL
unless otherwise authorized by ATC.



No VFR or VFR On Top
authorized above FL285
in RVSM airspace.



IFR within controlled airspace as assigned by ATC
All courses are magnetic

NAVIGATIONAL AND PROCEDURAL INFORMATION

NOTES

LOW/ HIGH ALTITUDE

FAA AIR TRAFFIC SERVICE OUTSIDE U.S. AIRSPACE IS PROVIDED IN ACCORDANCE WITH ARTICLE 12 AND ANNEX 11 OF ICAO CONVENTION. ICAO CONVENTION NOT APPLICABLE TO STATE AIRCRAFT BUT COMPLIANCE WITH ICAO STANDARDS AND PRACTICES IS ENCOURAGED.

CAUTION: POSSIBLE DAMAGE AND/OR INTERFERENCE TO AIRBORNE RADIO DUE TO HIGH LEVEL RADIO ENERGY IN THE VICINITY OF R-2206

CAUTION: ACCURACY OF AIR TRAFFIC SERVICES RELATIVE TO HAVANA FIR CANNOT BE CONFIRMED. CONSULT NOTAMS.

North American Datum of 1983 (NAD 83), for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

MORSE CODE

LOW/ HIGH ALTITUDE

A ---	N --	1 -----
B ----	O ----	2 -----
C ----	P ----	3 -----
D ---	Q ----	4 -----
E -	R ---	5 -----
F ---	S ---	6 -----
G ---	T -	7 -----
H ----	U ---	8 -----
I --	V ----	9 -----
J ----	W ---	0 -----
K ---	X ----	
L ----	Y ----	
M --	Z ----	

CULTURE

BOUNDARIES

LOW/ HIGH ALTITUDE

International

----- Omitted when coincident with ARTCC or FIR

*U.S. /Russia
Maritime Line*

LOW/ HIGH ALTITUDE

RUSSIA
+ + +
UNITED STATES

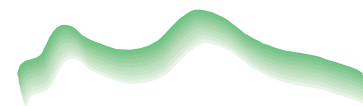
Date Line

LOW/ HIGH ALTITUDE

INTERNATIONAL DATE LINE MONDAY
SUNDAY

HYDROGRAPHY

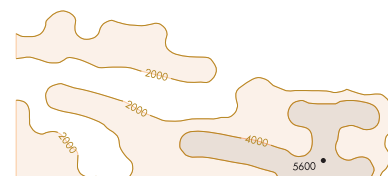
SHORELINE









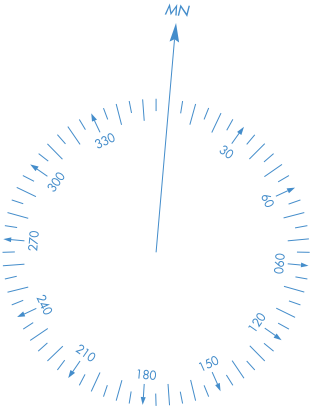
TOPOGRAPHY

TERRAIN

Area Charts



AIRPORTS		AIRSPACE INFORMATION	
AIRPORT DATA	Airport of Entry (AOE) are shown with four letter ICAO Identifier	AIR DEFENSE IDENTIFICATION ZONE (ADIZ)	<div>HAWAIIAN ADIZ</div> <div>TAIWAN ADIZ</div> <div>JAPAN ADIZ</div>
LANDPLANE-CIVIL Refueling and repair facilities for normal traffic.	<div> HONOLULU INTL (PHNL)</div>	AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)	<div>SEATTLE (ZSE)</div> <div>OAKLAND (ZOA)</div>
LANDPLANE-CIVIL AND MILITARY Refueling and repair facilities for normal traffic.	<div> HILO INTL (PHTO)</div>	FLIGHT INFORMATION REGIONS (FIR) and/or (CTA)	<div>HONOLULU FIR PHZH</div> <div>HONIARA FIR ANAU</div> <div>HONOLULU FIR PHZH</div>
LANDPLANE-MILITARY Refueling and repair facilities for normal traffic.	<div> KALAELOA (PHJR)</div>	UPPER INFORMATION REGIONS (UIR)	<div>JAKARTA UIR WIJZ</div> <div>MERIDA UTA / UIR MMID</div> <div>MAZATLAN UTA / UIR MMZT</div> <div>MEXICO FIR / UIR MMFR</div> <div>FL 450</div>
RADIO AIDS TO NAVIGATION		UPPER CONTROL AREAS (UTA)	
VHF OMNIDIRECTIONAL RADIO RANGE (VOR)	<div>VOR</div> <div></div>	OCEANIC CONTROL AREAS (OCA) and /or (CTA /FIR)	<div>OAKLAND OCEANIC CTA / FIR KZAK</div> <div>TOKYO FIR / OCA RJTG</div> <div>NAHA FIR / OCA RORG</div>
DISTANCE MEASURING EQUIPMENT (DME)	<div>VOR / DME</div> <div></div> <div>VORTAC</div> <div></div> <div>TACAN</div> <div></div>	ADDITIONAL OCEANIC CONTROL AREAS	<div>CONTROL 1485</div> <div>Note: Limits not shown when coincident with Warning Areas.</div>
TACTICAL AIR NAVIGATION (TACAN)	<div>NARC</div> <div>NPRC</div>	BUFFER ZONE	<div></div> <div>Teeth point to area</div>
NON-DIRECTIONAL RADIO BEACON (NDB)	<div>NDB</div> <div></div> <div>NDB / DME</div> <div></div>	NON-FREE FLYING ZONE	<div></div> <div>Teeth point to area</div>
DISTANCE MEASURING EQUIPMENT (DME)	<div>NARC</div> <div>NPRC</div>	NORTH ATLANTIC / MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (NAT/MNPS)	<div></div> <div>NAT MNPS (FL 285-FL420)</div>
IDENTIFICATION BOX	<div>Identification</div> <div></div> <div>MDY 400</div> <div>N28°12.2'</div> <div>W177°22.8'</div> <div>VHF Frequency</div> <div>Latitude & Longitude</div> <div>Identification</div> <div></div> <div>NQM 347</div> <div>CHAN 93</div> <div>N28°12.2'</div> <div>W177°22.8'</div> <div>LF / MF Frequency</div> <div>TACAN Channel</div> <div>Latitude & Longitude</div>	REPORTING POINTS	<div>Name</div> <div>ARTOP</div> <div>N20°52.7'</div> <div>W80°00.0'</div> <div>Latitude & Longitude</div> <div></div> <div>Compulsory</div> <div></div> <div>Non-Compulsory</div> <div></div> <div>Waypoint</div>
AIRSPACE INFORMATION		SPECIAL USE AIRSPACE	<div>W-470</div> <div>W517</div> <div>NARC</div> <div>NPRC</div>
AIR TRAFFIC SERVICE (ATS) OCEANIC ROUTES	<div>A450</div> <div>283</div> <div>Identification Mileage</div> <div>UB891</div> <div>114</div> <div>UHF Caribbean Identification Mileage</div>	Warning Area	
Note: Mileages are Nautical (NM)		Special Use	<div>ATLANTIC FLEET WEAPONS RANGE</div>
ATS SINGLE DIRECTION ROUTE	<div></div> <div>A450</div>	12 Mile Limit	<div></div>
AERIAL REFUELING TRACKS	<div>AR-900 E</div> <div></div> <div>FL 180/270</div> <div>One Way</div> <div>AR-903 E,W</div> <div></div> <div>FL 180/270</div> <div>Two Way</div>	UNCONTROLLED AIRSPACE	<div></div>

NAVIGATIONAL AND PROCEDURAL INFORMATION		CULTURAL BOUNDARIES	
MILEAGE CIRCLES	 <p>Note: Mileages are Nautical (NM)</p>	INTERNATIONAL	
Time Zone Note: All time is Coordinated Universal (Standard) Time (UTC)		MARITIME	
Overlap Marks NPRC Only		DATE LINE	
COMPASS ROSE	<p>Note: Compass Roses oriented to Magnetic North</p> 	HYDROGRAPHY	
NOTES	<p>WARNING</p> <p>AIRCRAFT INFRINGING UPON NON FREE FLYING TERRITORY MAY BE FIRED UPON WITHOUT WARNING</p> <p>WARNING</p> <p>UNLISTED RADIO EMISSIONS FROM THIS AREA MAY CONSTITUTE A NAVIGATION HAZARD OR RESULT IN BORDER OVERFLIGHT UNLESS UNUSUAL PRECAUTION IS EXERCISED.</p>	SHORELINES	